

## EMPRESS BRINGS VALUABLE CARGO

HAS NEARLY MILLION DOLLARS WORTH OF SILK

Oriental Liner Has Pleasant Trip—Distinguished Passengers on Board.

(From Saturday's Daily.)

Royal mail steamer Empress of India arrived this morning from the Orient after a very favorable voyage. She left Yokohama October 28th and experienced no delays. When there was wind it was favorable and there were several calm days on the trip.

The liner had a very valuable, though small cargo. The total amount was only 2,000 tons, but this included 2,000 boxes of silk, valued at approximately \$900,000, which will be discharged at Vancouver and hurried through to the East. The rest of the cargo was of a mixed nature such as usually comes from the Orient.

Among the passengers were Lord Northcote, former governor-general of the Australian commonwealth, and Lady Northcote. The other saloon passengers included R. Atkinson, a marine engineer; Miss B. R. Babcock, a lady missionary from China; Lieutenant Darwall, R. N., and Paymaster William O'Byrne, both of the China station; J. H. Grace, a merchant returning to London, Eng.; Rev. Father Duffrains, a missionary to Japan; Mrs. Cook, Mrs. Hoo, Mrs. Ho, S. T. Miki, Mrs. H. H. Share, R. N., secretary to Lord Northcote, and Captain Wyles, late of a revenue cutter at Shanghai. Besides these were 42 white steerage passengers and 215 Chinese.

The Empress tied up at the outer dock for about an hour where a number of the passengers debarked. She then proceeded to Vancouver. A short distance out from Yokohama the Empress passed the American liner which was also leaving the Japanese coast. The liner was quite near the ships and the passengers and crew enjoyed the sight very much. The battleships, with the flagship in the lead, presented an imposing appearance.

PRICE OF WATER MAY NOT BE AGREEABLE

Oak Bay Council Has Objections to Some Features of Proposed Agreement.

(From Saturday's Daily.)

The question of price is likely to be the stumbling block in the way of the concluding of an agreement between the city and Oak Bay for a supply of water to that suburban municipality. The agreement executed by the mayor and city clerk and forwarded to the municipal council on Tuesday came up for consideration by the special committee yesterday afternoon and was allowed to stand over, as the members did not feel that they were in a position to accept or reject the terms until they had fuller information on some points.

As to price the agreement adopted by the city council last Monday evening says that the price per thousand gallons shall never be less than the current price paid by domestic consumers in the city, plus any frontage tax which may be added in future to cover the cost of mains. It was also provided that the municipality shall acquire the mains now laid within the limits of Oak Bay and pay a fair price for them.

At the committee meeting yesterday, attended by Councillors McGregor, Pemberton and Fernie, it was felt that the price paid by small consumers should not be applied to the case of a large consumer, as the municipality would be. In any case, it was argued, the large quantities of water which would be used for industrial drains should not be charged for by the city at the same rate as the house supply. And as to the frontage tax, as the city will not own the Oak Bay mains, the municipality desires to know if the municipality is to be called upon for a frontage tax on the main from the Smith's Hill reservoir to the boundary line.

It was claimed that the mains now down are not owned by the city, but that the Agricultural Association put in the Cadboro Bay road main and that the main laid by the city on Foul Bay road had since then been paid for by the Oak Bay Improvement Association.

(From Saturday's Daily.)

The Y. M. C. A. lifeboat crew turned out this afternoon at 2 o'clock in their new uniforms and were inspected by Commander Spain, commissioner of wrecks.

Joseph Smith, of Arlington, Wash., was united in marriage Thursday at the Metropolitan church parsonage by Rev. T. E. Holling. Mr. and Mrs. Mitchell will leave for Seattle Friday.

The oratorio of "St. Paul" by Mendelssohn, which has been in rehearsal for a number of weeks under J. G. Brown will be one of the big musical attractions of the season. Most satisfactory results have been obtained from the rehearsals so far. The date of the performance has now been set for December 9th. It is understood that the soloists will all be local artists and it is expected that the presentation of the oratorio will show that it is quite unnecessary to go out of Victoria for talent. Rehearsals are being held every Wednesday.

The transient hotel population of New York is figured at 250,000 people a day. The hotel proprietors are valued at over \$5,000,000.

## CASE AGAINST HEINZE

Indictment Arising Out of October Panic to be Heard.

New York, Nov. 7.—It was stated that Edward Moxey, mathematical expert for the United States government, who was the government's chief witness in the trial of Chas. W. Morse and Alfred H. Curtis, will take up the case against F. Augustus Heinze on Monday. Heinze was indicted in January last on charges of over-certifying cheques and misapplication of the funds of the Mercantile bank, of which he was president, in October, 1907, at the time of the panic.

Mr. Moxey will first examine the books of the Mercantile bank at the time of the alleged over-certification and misapplication. He will report to United States District Attorney Stimson, who prosecuted Morse and Curtis. The trial of Heinze may begin in January.

## PILOT PUNISHED FOR HUMBOLDT WRECK

Was Navigating Carelessly While Taking Vessel Past Pender Island.

Seattle, Wash., Nov. 7.—Holding that the Humboldt mishap was due to careless navigation on the part of Pilot C. F. McCarthy, local inspectors Whitney and Turner as a punishment have suspended McCarthy's license as pilot for three months from yesterday. The decision was handed down yesterday after the inspectors had carefully considered the evidence given at the hearing.

Following the mishap inspectors preferred charges against McCarthy and Second Mate A. J. Shanley, who were on watch at the time. The charge against Shanley is dismissed. Leaving Seattle for Skagway with passengers and freight on September 28th the steamer Humboldt piled up on Mouat Point, Pender Island, British Columbia. The following morning the inspectors find that the steamer kept her usual course and made the customary distance until after she passed Stuart Island light, usually called Turn Point. It appeared to the board that McCarthy, who was in charge of the watch, was navigating carelessly in attempting to pass Mouat Point without using all the means at hand to ascertain the ship's distance approximately from the shore of Pender Island.

## OLD COUNTRY COTTON STRIKE COMES TO END

Much Distress Resulted During Seven Weeks of Dead-lock.

Manchester, Nov. 7.—The dispute which has been going on for nearly two months between the cotton operators of Manchester and their employees was settled yesterday, the employers having compromised on a reduction of wages in March instead of January.

The mills will reopen on November 9th. They have been closed for seven weeks, and much distress has resulted.

(From Saturday's Daily.)

The annual banquet of the St. Andrew's Society will be held on November 30th at the Empress Hotel. Arrangements are nearly completed, and tickets will be on sale in a day or two.

A string of nineteen race horses arrived in the city yesterday afternoon on the steamer Whatcom, consigned to J. D. Chappell. The horses will winter at the Willows track and be kept in training.

The police have been asked to look for a third missing person within ten days. The latest is Albert Enright, aged 17, of Tacoma. Enright lost an arm when the Empress was wrecked in the San Francisco earthquake and makes a livelihood by selling court plaster. He is the only support of an aged mother, who has asked that he be traced. He wrote from Vancouver that he was coming here but has not been heard from for some days.

A very successful dance was given last evening by the Invitation Club in the A. O. U. W. hall, some 50 couples being present. Messrs. W. H. P. Sweeney, L. A. Waller and C. H. Manson were in charge of the affair, and it is proposed to hold these reunions every Friday evening throughout the winter season.

A meeting was held last evening in the A. O. U. W. hall for the purpose of organizing the United Service Club, and was largely attended. Capt. Clive Phillips-Wolley, who presided, was elected honorary president. The location of temporary club quarters was discussed, and the prospects are bright for the successful launching of the new organization.

The funeral of the late Mrs. John Nielson took place yesterday afternoon at 2 o'clock from the Hanna chapel, where Rev. Mr. Gundry conducted an impressive service, and also officiated at the graveside. There was a large attendance of friends present, and a large number of floral offerings were sent. The following acted as pallbearers: J. E. Painter, P. W. Dempster, A. D. MacLaughlin and A. Williams.

The funeral of the late William Garnham took place yesterday afternoon at 2 o'clock from the family residence, Toronto street, and at 2:30 o'clock at St. Barnabas' church. Rev. E. G. Miller officiated. There was a large attendance of friends present, and a number of floral offerings were sent. The following acted as pallbearers: J. H. Ellis, G. I. Post, H. Cameron, R. S. Griffith, W. Laird and D. H. Smallwood.

## ACAMAS NEARLY WRECKED ON NORTH FARRALONE

Overdue British Ship Only Saved by Fog Lifting.

Being wrecked on the perpendicular walls of the North Farallones was the fate narrowly escaped by the British ship Acamas, Capt. Hughes, which arrived in San Francisco this week after a slow passage of 190 days from Amsterdam. At the time of her arrival the vessel was on the overdue list and quoted for reinsurance at 10 per cent. When the Acamas arrived off port she was enshrouded in the dense fog which has prevailed along the coast, and before her position was discovered she was drifting close to the Farallones. The rock sides of the islands, against which no ship could live, was seen just in time during a lift in the fog.

The long passage of the Acamas, which was laden with coke and pig iron, consigned to Meyer, Wilson & Co., was explained by the fact that she encountered head winds and calms, and had a hard time in the vicinity of Cape Horn and Cape St. John. Heavy south southwest gale was struck off Cape Horn, which drove the vessel back at a rate of thirty miles a day until she had drifted back to Cape St. John. The Acamas sailed from Amsterdam April 28th, and crossed the equator 46 days out in longitude 27 west. In latitude 48 south, longitude 60 west, the fore upper topgallant yard was carried away, but the vessel managed to round Cape St. John 83 days out. Reaching Cape Horn the Acamas found herself obstructed by a heavy south southwest gale, which lasted four days. In its clutches she was driven back to Cape St. John, in the meantime carrying away the crane of her lower main topgallant yard.

Overdue Vessels.

Ship Tooteth, 249 days from Port Talbot, for Tocopilla, 90 per cent.

Ship Thralgheim, 131 days from Calcutta, Beuna for Bilbao, 8 per cent.

Ship Ilaia, 198 days from Peru for Antwerp, 8 per cent.

Ship Celtic Chief, 135 days from Port Talbot for Taitai, 10 per cent.

Ship Chateaubriant, 123 days from New Caledonia for Hull, 8 per cent.

Barque Austrasia, 106 days from Pisagua for Falmouth, 8 per cent.

Ship Derwent, 113 days from New Caledonia for Delaware breakwater, 10 per cent.

Chinese junk Whang Ho, 131 days from Papeete, for Galveston, 10 per cent.

Ship Lansing, 87 days from New Caledonia for Hampton Roads, 10 per cent.

Ship Cortez, 87 days from New Caledonia for Falmouth, 10 per cent.

## TWELVE MONTHS IN JAIL FOR STEALING

Claude Dragoo, Who Took Personal Effects From Hotel, Receives Sentence.

(From Saturday's Daily.)

Claude Dragoo, alias Parker, was this day convicted in a police court of stealing two watches, a watch chain and a suit of clothes belonging to Albert Cowling, and was sentenced to twelve months at hard labor.

Cowling told the court that he had gone to work on Thursday morning and left his room in the Grand Pacific hotel, Johnson street, locked. When he returned at 5 o'clock he missed his watches and a suit, although the door was still locked, and he at once laid a complaint at the detective office.

Detective-Sergeant Palmer and Constable McLennan made a round of the second-hand shops that evening, and found that a man answering Dragoo's description had been offering the stolen property for sale. Later they arrested the prisoner and found the watches and chain in his possession. The suit had been returned mysteriously in the interval and left at Cowling's door. A couple of skeleton keys were found on Dragoo, and on being tried by Detective Palmer one of them opened the door.

The prisoner's story was that he had given a man 50 cents for the watches. He denied all knowledge of the clothes, saying they were not found on him and there was no proof that he had stolen them.

Magistrate Jay said there could be no doubt of the prisoner's guilt, and sentenced him to a year in jail.

## MASQUERADE BALL

Annual Event Under Auspices of Western Star Lodge, A. O. U. W.

(From Saturday's Daily.)

Western Star lodge, No. 7, A. O. U. W., held their third annual masquerade ball last evening in Semple's hall, Victoria West, and a most enjoyable time was spent.

The prize for the best dressed lady was won by Mrs. Capt. Jacobsen, best dressed gentleman, Mr. W. Carstairs; best dressed sustained character, lady, Mrs. McIntosh; best sustained character, gentleman, Mr. Kelly; best comic character, Miss A. Droob; best comic gentleman, Mr. P. Wolf.

The judges were: Mrs. H. Austin, Mrs. C. W. Kirk, Mr. and Mrs. Peden and Mr. C. Gelger.

A farewell concert was given last evening at Work Point to the members of the crew of H. M. S. Shearwater, who have completed their term of service on this station. Over fifty were present, and a very enjoyable time was spent. A good programme was given, to which the following contributed: J. Ball, Shankel, Corpl. Cooney, Corpl. Edton, Corpl. Stancombe, Gunner Post and Private Allen. Corpl. Thomas presided.

## GRAND CAMP NAME OFFICERS

ARCTIC BROTHERHOOD CONCLUDES BUSINESS

Another Dance Held Last Night at Empress Hotel.

(From Saturday's Daily.)

The business of the Grand Camp of the Arctic Brotherhood was brought to a close to-day.

The following resolution was passed by the assemblage on a rising vote supplemented with loud cheers just prior to the close of the session this morning:

"To the Mayor and people of the City of Victoria

"The Grand Camp of the Arctic Brotherhood assembled in Tacoma in 1907 received your hospitable invitation to hold the season of 1908 in the city of Victoria. The invitation was accepted by the Grand Camp now about to conclude its session in your beautiful city. We regret that the national election in the United States and the uncertainty of navigation at this season of the year in the North prevented many of the brothers from attending this Grand Camp.

"Each of us as an individual and the Grand Camp as a body appreciate your kind hospitality, elaborate entertainment and courteous treatment which has been accorded us. It was the intention of the Grand Camp to specifically thank each organization and the individuals responsible for our entertainment, but upon looking over the names we found we could have to make the rounds of a body almost as large as your city directory and too lengthy for our records.

"Nothing was left undone which could add pleasure to our stay. Everything has been so arranged that we can make our stay pleasant and our visit here a beautiful memory.

"We hope to come back to Victoria as an order, and individually that we may perpetuate and continue a friendship so auspiciously begun. We thank the wives and daughters of the members of the Arctic Brotherhood for the contributions more than their share in bearing the privations of the great north land. This visit and the entertainment enjoyed in Victoria make up in a considerable degree the trials and privations they have borne. We thank you for them. You kindly invited us, you cordially met us, and you lavishly entertained us. We will again thank you of our gratitude and affection. From this day forward our emblem, the crossed flags, and our motto, 'No boundary line lives here,' will be even clearer in significance than we can at present contemplate.

The following officers were elected for the ensuing year:

P.G.A.C.—Thomas Bruce, Dawson. G.A.C.—C. S. Hannum, Nome. G.V.A.C.—Stanley Seacore. G.A. Chap.—Y. E. Everett, Dawson. G.A.R.—Godfrey Chelander, Skagway.

G.A.K. of W.—S. Spring. G.A.C.C.—H. H. Draper. G.A.T.G.—C. C. W. Wednes. G.A.T.B.—H. Leland. G.A.K.I.T.G.—T. Carson. G.A.K.O.T.G.—J. Ross.

Grand Arctic Trustees—J. H. Rogers, Capt. J. Johnson, L. Green, Mortie H. Craig, P. Denbert.

Mr. Chelander was made secretary of the Building Board of the A. Y. P. Exposition building.

Grand Arctic Chief C. S. Hannum this afternoon entertained the ladies and gentlemen of the city at a wine colation at the Empress when healths were drunk and a pleasant parting of friends taken.

Again the members of the Arctic Brotherhood bowed before Tersiphras last night, and the evening was a most enjoyable one. The number of ladies and gentlemen of Victoria spent the evening until the early hours in pursuit of pleasure at the third dance held in the hotel since their arrival in the city.

About one hundred persons were present at 9 o'clock when the dancing commenced to the strains of Bandmaster Rumsby's orchestra which had been engaged for the occasion. The members and their friends obtained light refreshments in the palm room and were one and all of the opinion that the foyer of the Empress is just the best place for a dance.

It was originally arranged to hold a civic reception at the Empress last night in honor of the visitors, but owing to the fact that most of them had been compelled to depart home on business the programme had been abandoned. Towards 9 o'clock when some fifty friends had dropped in to take a farewell with the visitors it was suggested that a dance be held. Accordingly the rugs were removed from the floor and the lounges wheeled into the palm room, the orchestra was summoned and the last merry whirl commenced. No one regretted the change of programme and when all was over early this morning the general opinion was that the change had been a good one.

The business of the brotherhood yesterday contained nothing of public interest. The various committees were at work on the advancement of the order and this work occupied the whole day.

The visit will be brought to a conclusion to-night when the last of the visitors will return to their homes. This is the first time the Grand camp has visited the city and not one of them have been heard to say but that the visit was an enjoyable one.

The brotherhood will assemble in Seattle next year at the exposition, and it is not unlikely that the following year the visitors will again cross the Sound to visit the Queen City.

The eighth annual session of the Arctic Brotherhood was brought to a conclusion this morning in the I. O. O. F. hall, Douglas street.

The temperature of Egypt is gradually falling, owing to the irrigation of the country.

## TO DEPORT ENGLISHMAN.

St. John, N. B., Nov. 7.—Before Judge Forbes, George Jones, who came to Canada from London in March, 1906, was found guilty of theft of a watch and money from a fellow boarder in the Salvation Army Travelers' Home. Judge Forbes said he would send him back to England on the first winter port steamer, as it was necessary for Canada to spend \$150 a year for his maintenance in Dorchester penitentiary.

## MONTANA COAL TROUBLES.

Butte, Mont., Nov. 7.—All the troubles in the Montana coal mines were disposed of yesterday when the executive board of the Montana Coal Shippers' Association, the United Mine Workers, district No. 16, decided on the tentative scale at the mines. The Spring Creek Coal Company, near Lewistown. The men asked for \$1.30 a ton, and the company offered \$1.25. A compromise was made on the basis of \$1.28 a ton.

## ENGLAND TO VICTORIA IN ELEVEN DAYS

Fast Passage of Empress Shows Superiority of St. Lawrence Route.

Montreal, Nov. 6.—Breaking Atlantic records has become a habit with the Empresses. The Empress of Ireland arrived at Quebec yesterday at 2:30 p.m., beating the record of the Britain, made two weeks ago, by one hour and fifteen minutes.

The fast special train left Quebec within 30 minutes after the vessel docked with first class passengers, having dined at the mouth of the Mersey on Friday evening, 30th October, dined the next Thursday evening at Montreal. The Toronto passengers reached their destination early this morning. Chicago passengers will arrive in their city to-night, just one week after leaving Winnipeg. St. Paul and Minneapolis will be reached by Saturday, eight days after leaving Liverpool. Vancouver and Victoria will be reached next Tuesday.

This record clearly indicates the advantage in time of this route, and when it is remembered that the Empresses are less than four days on the open sea, those interested will realize the superiority of the St. Lawrence route over all others. The passengers were blue ribbons in their button-holes in honor of the event.

## JAPS ARRESTED ON CHARGE OF SMUGGLING

Steamer Fukui Maru, Now at Vancouver, May Be Fined \$400.

Vancouver, Nov. 7.—Yesterday afternoon Customs Officer Fred Topham seized a quantity of food supplies which were being landed by a party from the Japanese steamer Fukui Maru, and as a result the steamer will probably be fined \$400, the penalty under the circumstances.

The Fukui Maru arrived here a week ago from the Sound, and has been loading dog salmon consigned to Yokohama by the Ikeda Company. Since Monday the vessel has been anchored in the stream, and every day a Japanese sampan has left her and landed at one of the slips near Gore avenue. The regular trips of this small boat aroused suspicion, and Officer Topham yesterday arrived on the scene as the Japs were landing a quantity of Japanese canned goods and other food stuffs, which were supposed to be under seal.

## NEW FIRE HALL FOR CALGARY.

Calgary, Nov. 5.—For the past few months Chief Smart has been engaged in the sketching out of a plan suitable for a new central fire station. This sketch is now complete and ready for the architects, in fact, the firm who will draw up the plans have already been engaged.

The new station will be modern in every detail and will combine many of the new features to be found in the best fire halls of Canada. A large basement will extend under the whole of the building which will be 75 x 75, and there is a probability of this portion of the building being fitted up as a gymnasium. The main floor will have separate stalls for the chief's buggy, hose and chemical wagons, engine and aerial truck. Just back of the equipment will be stall capacity for ten horses.

Immediately over the equipment on the first floor are the sleeping quarters of the men and an especially good feature of the new station lies in the fact that the men will sleep over their particular piece of apparatus and five poles instead of one will be used, the poles being placed so that the men can reach their respective stations with practically no delay.

It is probable that temporary quarters will be erected while the present structure is being demolished.

## LISBON ASSASSIN.

Two Persons Killed in Cold Blood During Election Parade.

Lisbon, Nov. 7.—Election disorders broke out yesterday at Porte Demos. A local Progressist leader fired a revolver from a window into a passing Regenerado parade, killing two persons in the ranks of the procession. A crowd of infuriated men rushed toward the building from which the shots had been fired, and it was with difficulty that the troops rescued the assassin.

A hole has been bored in Silesia to a depth of 7,000 feet.

## INQUIRY INTO THE COLLISION

VADSO OFFICERS GIVE THEIR EVIDENCE

Argument by Counsel Will Be Delivered This Afternoon.

(From Saturday's Daily.)

This morning the inquiry into the collision between the C. P. R. steamer Amur, off Trivet Point, was continued before Commander Spain, with Capt. Musgrave, of the hydrographic steamer Lillock, and Capt. Walbran, of the marine and fisheries, as assessors. Mr. McMullen appeared for the C. P. R., and E. V. Bodwell, K. C., for the Boscowitz Company.

The first witness called this morning was Capt. Johnson, of the Vado. He said the accident happened about 2:30. He was not on duty and the crash awakened him. The helm was hard a port. The Amur was about 700 feet away. The Vado was swinging south a little and was not making water he ascertained.

By use of a map prepared for the occasion, Capt. Johnson described, in answer to Mr. Bodwell, the course which his vessel was reported to have taken. The vessel had given way and had the Amur followed her course and speed no collision would have occurred. He accounted for the action of the Amur from the fact that they mistook their position and were afraid of going on land or lost their heads and put the engines astern.

Chief Officer Morehouse, of the Vado, testified to being on the bridge at the time of the accident. Quartermaster Edward was with him. When he first saw the Amur's lights her red light was bearing on the starboard bow of the Vado. She was four miles distant, he should think, and the lights were then exchanged. Witness gave one blast later and changed his course so as to clear the Amur. No reply came from the Amur. He kept his eye on the red light. Then the green light came in view and the red light shot in and he could see the electric lights along the ship. The boats were then about half a mile apart. He blew two short blasts and then a starboard starboard. Later the red light of the Amur opened and the green light came in view and the vessels struck.

In reply to Capt. Musgrave, witness said that when the vessels struck they were about off Trivet Point.

In reply to Mr. Bodwell, witness said he had no other course open to him to execute. If he had put his vessel hard a port he would have gone on shore. If he had not put her hard a port the vessels would have come together. He got no signal from the Amur. Had he got a signal that the Amur was going to starboard he would have given a similar signal and ordered the Vado hard a port. The vessels would not have collided then. The Amur giving no signal was to be interpreted that she was going to keep her course. The course must have been altered, however.

Replying to Mr. McMullen, witness said he was pursuing the course laid out for his vessel. The Amur was on the natural order have changed her course of Trivet Point. This would not be done, he added however, until an approaching ship was cleared. He interpreted that she was going to keep her course. The course must have been altered, however.

In further reply to Mr. McMullen, he insisted that if he had kept the course he was on he would have run around on Trivet Point. There were no soundings on the chart close in, although it was supposed to be deep water.

Commander Spain asked Captain Johnson why a nearer course to Trivet Point was avoided?

"Because there are no soundings marked, and where that is the case I make it a rule to keep in mid-channel," replied the captain. "Trivet Point has the name of not being safe to go in too close. A good deal of this knowledge of the coast is hear-say, as there is no accurate knowledge of the depth close in along a lot of the coast."

Thomas Edwards, quartermaster of the Vado on the night of the collision, said he first saw the red light of the Amur about a minute before the change of course and four or five minutes before the vessels came together. He got an order to starboard and saw the Amur's red light about a mile and a half away. A little while before the collision he got an order hard a starboard, but could not say whether he saw any of the Amur's lights then. He was positive that he heard no whistle from the Amur.

The court desired to hear further evidence on the point of the whistling in view of the conflict between the two crews. Passengers would be preferable, the chairman intimated.

Harriet Williams, which man and deck-hand, swore to having heard one whistle from the Vado and later on two whistles, but he heard no whistle at all from the Amur.

Third Engineer John Hogan said the Vado was going at full speed. He heard their boat whistle but no other. John R. Young, who was a passenger on board the Amur, said he was dining in his berth, after leaving Swanton Bay, when he heard the whistle of the Amur and soon after an answering blast apparently from another vessel. It was around the midnight hours.

Third Engineer Duncan Winter, of the Vado, corroborated others of the crew as to one blast and two blasts, with no whistle from the Amur.

Argument of counsel is being heard this afternoon.

—J. Leedham and B. Griffiths, the former of the North Star Athletic Club, of Winnipeg, Man., and the latter well known in the heavyweight division, announce they are organizing a new athletic club in Victoria, and that they have already secured a large membership. It is proposed to enter the athletic field in all departments, and the managers intend opening up on November 10th in newly fitted quarters with up-to-date equipment.

## "ICE KING" GETS FIFTEEN YEARS

(Continued from page 1.)

There had been a murmur of approval and a faint attempt at applause when sentence upon Curtis was pronounced by the court, but it was suppressed by the attendants. When the fate of Morse was pronounced the courtroom was as still as a church and the first sound to break in on the quietness was the choking sobs of the prisoner's wife and the hurried shuffle of feet as she was led away to an ante-room. Morse followed her in charge of Marshal Henkle, in whose charge he had been paroled after the court had granted a stay of ten days in execution of the sentence. Morse was taken to the Tombs prison at one o'clock this afternoon. At that time it was announced that no application for his release on bail would be made to-day.

A writ of error in the case of Chas. W. Morse was obtained from Judge LaCombe this afternoon. It was then expected Morse would be released on bail. The writ of error in this case is returnable on December 3rd.

In the Tombs.

New York, Nov. 6.—(Earlier)—Chas. W. Morse, the one time "ice king," "steamship king" and the controlling force in a large string of national banks in this city, whose personal fortune little more than a year ago was estimated at more than \$22,000,000, and Alfred H. Curtis, former president of the National Bank of North America, spent last night in a cell in the Tombs prison. They were convicted yesterday in the United States court of violations of the National Banking laws in connection with their conduct of the National Bank of North America, of which Mr. Morse also was an officer. The sentence had been deferred until to-day when the jury rendered its verdict last night.

Both Mr. Morse and Mr. Curtis passed a fairly restful night according to the prison guards. They occupied cell number 725 which contains two bunks, one above the other against the inner walls. The cell is six feet wide and eight feet long. Mr. Morse occupied the lower berth. It was early evening when the two men settled down for their first night behind the bars and they soon tired of the attempt to while away the time sitting in the narrow quarters. Mr. Curtis sought berths early but it was after midnight when the heavy breathing told the guard that both were sleeping. From that time until morning, no other sound came from cell 725. With the first call this morning both men awoke, and a few minutes later were pacing up and down the corridor outside their cell. When the regular prison breakfast of coffee and rolls was served, Messrs. Morse and Curtis accepted their share like every other prisoner in the cells. Much of the time up to the hour set for them to appear in the United States court for sentence was spent in reading the newspaper accounts of the closing scenes in their trial yesterday.

## VOTERS' LIST CLOSED.

Vancouver, Nov. 6.—The civic voters' list closed to-day, with 15,724 names enrolled.

## COAST DISTRICT, RANGE 4.